

COMING FAST.

The Imperial Republic of the Plutocratic Trusts.

MILITARY SATRAPS ARREST,

Imprison, Torture, Abuse, and Curse the Citizen and Assert Their Superiority Over the Civilian—The Globe's Revelations in the Philippines Corroborated—The Masses Only Hope of Salvation from Slavery.

A few weeks ago The Globe had an exclusive announcement that the civilian clerks in the Philippines were to be ordered, by circulars issued at the headquarters in Manila, to salute military officers in sign of the subjection of the civil to the military power. There were some who doubted the genuineness of the letter from the Philippines describing the event, and there were others who made light of it as being of no special importance. These latter were, of course, puppets under the Imperial Republic, and with them everything goes.

And herein lies the danger, now closer than the ordinary citizen imagines, of the subversion of the republic, or rather the addition to its political title of the word "Imperial." After the manner of the ancient Roman one under Julius Caesar, and afterwards under that of his equally renowned son, Octavius, and the time-server and libertine Marc Antony, thus making himself sole lord of the Roman world. William McKinley does not need to assume the "title" of Emperor. He enjoys all the prerogatives and power of one, and finds soldiers in the Philippines are now backward in proclaiming that fact, and the superiority of the military over the civil power.

The following, received the past week at the War Department, and published only in the anti-administration newspapers, establishes not only the truth of The Globe's exclusive announcement referred to, but for the first time, in a general way, admonishes the public of that which is coming, and insofar as the Philippines are concerned, has already arrived.

Here is the despatch: "Civilian employees of the United States in the Philippines are not allowed to organize trade unions, go out upon strikes, or enjoy other privileges which American workmen in this country avail themselves. Twenty gunboats employed by the Quarter-master's Department in Santa Cruz, Laguna, have learned this to their sorrow, according to mail advices which were received at the War Department recently.

"The report states that they are in jail, being fed only on bread and water, and obliged to sleep on a brick floor. Part of the time they are denied blankets to lie upon, all because they quit their jobs and refuse to work."

"On June 18th several of these men were ordered to break stone. They declined to obey on the ground that they had not been hired for this kind of labor. They requested their time, and said they would work no longer for the Department."

"Because of their refusal, two of them, it is alleged, were bound hand and foot and literally thrown into the guardhouse. After being forced to remain immovable for three hours their bonds were finally removed. They were then ordered to the treatment accorded their fellow-workmen, refused to obey the order to break stone for the same reasons, and were given their time. When they went to the office of Captain Stafford for their pay they were not only 'cursed' but 'cuffed' in the face, to use the language contained in the statement, but placed under arrest. A trial by a general court was denied them and also the advice of counsel."

"On the contrary, they were lectured by Captain Terrell, and ordered to Infantry. The men declare that they were told that civilians were an inferior class of men, and that those in the Philippines were particularly inferior; that now they were under the orders of regulars of the United States Army and were to be treated as such, and business differently from the volunteers. It is likely that the case will be brought to the attention of the Secretary of War."

The country will soon realize the meaning of the increase in our standing army and the substitution of the regular for the volunteer or citizen soldier.

Of course, under a Democratic Administration, this ruffian and shoulder strapped blackguard, Stafford, would be dismissed the service, but we miss our guess if the newspapers do not be called upon, in the immediate future, to record his promotion to a higher rank.

Insensitively the tide of imperialism is gathering volume, and reinforced, as it now is, by an organized military machine, the time is almost ripe for the last cast of the dice. It is this crisis which Poulney Bigelow sees, whose views are published elsewhere in this issue, and which thoughtful men all over the country regard with trepidation at the outcome. The issue is being pressed and forced upon the people by the commercialism of the trusts, monopolists and gigantic moneyed corporations, all of whom want the security which an imperialistic form of government gives the privileged class against the rights and interference of the masses with the administration of government.

The masses can do nothing to prevent the accomplishment of the imperialistic scheme. The masses since the world commenced have never been able to do anything of themselves unless led and directed by the honest intellect of the men of means, social standing and superior education. It was so in France, in our own revolution, and in all the revolutions of the world of history. It was so with Spartacus, the Roman slave, and the end of his abortive effort was speedy and sanguinary.

Now, it is the masses who will suffer the greatest loss by the coming change. It is they who will be degraded and made hewers of wood and drawers of water for their masters. Prudence, self-interest and interest in their posterity, leaving out patriotism and love of liberty, which are supposed to be inherent in the masses of the people everywhere, imperatively calls upon the American masses to ally themselves with the Democratic party and elevate it to power, as the only hope of preserving the republic. If it is not already too late, and if the vote of the masses that fall far below the rate of the slave and uneducated citizens of an imperialistic plu-

ocracy under the guise and title of a republic, certain it is as that the sum rises on the bayonets of a hireling soldiery, in the distant Philippines, that if the so-called Republican party continues to be indorsed at State and National elections, men with grey hair will see the end of the American Republic.

TO BUFFALO AND BACK.

Some Disquisitions Provoked by Observations at Each End of Line.

In 1881, just two decades ago, I was in evidence in the Put-in-Bay region, at the western end of Lake Erie. With a bit of down on the upper lip, in the spring-time of life, I was having what the girls of to-day would characterize as "a good time." Every evening among other sweet nothings I would say to my companion on voyage, "This is the joyest, sunnier summer that I have ever known." I could not look into the future and see that, with the same mustache sprinkled with grey, history would repeat itself 20 years later, at the eastern end of the same lake. Neither could I realize that while Pleasure No. 1 was holding the center of the stage, the pilot of Pleasure No. 2 was wearing pinafores.

All the world's at Buffalo to-day, inasmuch as hundreds of people are drawing a salary for describing the Pan-American attractions, I will simply say:

Go there yourself and see the sights.

Down by the lake-shore Sunday nights.

The man buying his dinner at the Exposition grounds is a veritable chump. Patronize the sample bazaar. If your wife is with you, well and good; if not, as the pangs of hunger approach, seek the shady side of one of the mammoth structures. There you will find a lady drawing hearts and darts in the gravel with the tip of a red parasol. As to age, make it between 26 and 30—old enough to ask wise culinary questions. With your comrade in crime you enter the Manufacturers' Building, for the milk and berry accompaniment. Across the aisle, and more berries and milk, with rolled oats on the side. "Your husband will kindly give us the name of your grocer," says the fair demonstrator, which you proceed to do, and then move on to the next bazaar, where is issued an aluminated food—a cross between condensed milk and mush, disguised for infants, possibly, rather than adults; but, as the divinity at your elbow remarks, it's filling. In rapid succession follow the huns, jellies, biscuits, flap jacks, ham, pickles, fruit cake, and do not forget the pie—milk pies, too. A rivalry among the several makers of meat contributes to make the stands for this product numerous.

I don't write the best hand in the world. Per invitation, on arrival in Buffalo, I called upon, at her parlors at the Hotel Alpine, an actress I had known for many moons. I always use the word "moon" instead of "years." I wrote the letter, and she glanced at it. It gives her twelve chances to one. We had just cuddled down for a cozy chat concerning matters theatric and mutual friends in newspaperdom, when a messenger boy was announced with a note for the lady. She glanced at it, and wrote it my direction, with "You answer the nuisance." It proved to be a typical "mash" note, saying he had long worshipped from afar, with a dozen more lines equally rosy. A blank card was on the center table, with some magazine, and, securing it, I wrote the note. "You are a jay of jays!" "That ought to settle him," I said, as I read it to my companion. The boy departed, and the hour arriving for my friend to take part in the matinee performance, we arranged a program, and she glanced at it. I did so, and we had proceeded possibly half a block when she turned to me with, "That party sending the note is following us!" We waited a moment for a half due to catch up, when she said, "I am not a jay of jays!" "After writing such a note as that," she stammered. "What note?" she inquired. For answer he fished from his pocket my card and read, "You are a jay of jays."

Buffalo caters to her reading public through the medium of four dailies—week day, 1 cent; Sunday, 5 cents—the National Magazine, Boston, has a plant in the Graphic Arts Building, where Manager Chapple and his talented wife issue a creditable on-the-spot account of the fair. I went to Washington to witness a freak worthy a place in the journalistic mid-way. Here we find on one hand the "Annihilator" striking sledge-hammer blows at heads official, and on the other the "Consoler," prepared each week at 10 o'clock to pour oil on the wounds of the individual stricken. The one presents to the public, in the full glare of the calcium, the sins of omission and commission; the other dislates upon their virtues and the attributes of a perfect manhood. One is daily throwing dice with destiny, in danger of being filled full of holes by the aggrieved party; the other orders his extra copies and rakes in the ducats.

A communication, signed James E. Kinley, complaining of the "cemetery" and the preacher at Rock Creek, is unintelligible. What is the meaning of "preaching to empty benches" in a cemetery, either at Georgetown or Rock Creek? The jumble-up of cemetery and church services and preachers is too much for us. Try again, and be more explicit.

A "driver" in the Adams Express, sends us some notes in which Driver Garey gets a "roast" Solicitor Epley gets a "boost," O. B. George and I get an appointment to a horse from a mule, and Mr. Hulise is accused of "wearing \$5 neckties." All of which is against the peace and order of Cabin John's Bridge.

We have a card touching the character and career of H. H. Livingston, Record Division, Pension Office. It is unsigned, and we do not know the writer. The man is a colored clerk, and the complainant is a white lady, so she says. Mr. Livingston is saved from further notice by the anonymous character of the letter.

The Globe has received several communications replying to an article on the Mail Bag Repair Shop, by the same writer, a lady, who persists in writing on both sides of the sheet, and therefore has her favors waste-basketed.

If you are looking for the best, take Carolina Brights.

A LATIN NATION

Please Contrast the Progress of Mexico with Canada.

THE LAST GREAT ACHIEVEMENT

Of Our Sister Republic Illustrates to the Boastful Anglo-Saxon that "There Are Others" in the Van of Progress—The Completion of the Tehuantepec Railway Joining the Two Oceans.

While France and the United States have been struggling with Isthmian Canal projects, the republic of Mexico has been pushing an enterprise which may justly be regarded as one of the notable undertakings of the age. The twentieth century witnesses the completion of this work, which is nothing less than the joining of the Atlantic and Pacific Oceans by means of the Tehuantepec Railway, which traverses the isthmus at its narrowest point. President Diaz was the moving spirit in the enterprise, but the constructive genius and executive ability were furnished by an Englishman by the name of Westman Pearson, who is a member of parliament and a baronet into the bargain. This railroad is not a visionary scheme, it is almost an accomplished fact.

Mexico is progressing. A glance at her recent history under the presidency of General Diaz reveals a story of astounding progress. The time formerly spent in lethargic reliance upon the saints and the energy formerly expended in revolutionary outbreaks in the interest of this or that ambitious character are now directed into the constructive channels. Mexico is awake and alert, or at least Diaz is, and the Tehuantepec Railroad is proof of the fact.

Attempts in the direction of the Panama and Nicaragua canals have failed, so far, to open the nearest route for commerce between the Atlantic and Pacific oceans, so Mexico, by the aid of the Tehuantepec Railroad, aims at the carriage of 2,000,000 tons a year of the traffic. If the success anticipated by experts be attained, it will form an extraordinary practical chapter in the history of one of the most stupendous problems commercial history comprises. A writer says: "Valiant old Cortes nearly four centuries ago, footed every inch of the Tehuantepec isthmus in quest of a waterway to connect the two oceans; and though he found some, he could devise no scheme better than a mule train to make good the lack, he believed firmly that at some future date commerce would pass across this low and narrow divide." And it was in that belief that he obtained from his monarch a grant of land which his descendants hold to this day, and through which the new railroad runs. Cortes believed that if inter-oceanic communication could be established here, it would render the King of Spain master of so many kingdoms that he might as well be the Lord of the World. Spain has not gained universal monarchy, but the communication of a kind undreamed of by the ancient geographers has been established.

The Pearson project is by no means the first of the kind. Many have endeavored to build a canal, and as many projects have been advanced. Americans have been foremost in projects, though uniformly unsuccessful in carrying them out. One of the most startling schemes devised in this connection was that of the late Captain Eads, of Missouri. He desired the American Government to undertake a plan for providing a track upon which to convey steamers and sailing ships, bodily over the 190 miles which separate the two terminal ports—Coatzacoalcos and Salina Cruz. Eads' plans were elaborately worked out, and while the engineering difficulties were enormous, the daring Eads was confident of demonstrating the practicability of his plan. The scheme contemplated a great cradle mounted on trucks for conveying ships across the isthmus. This cradle was to be run into a dry dock into which ships were to be floated and then were to be lowered into place by the drawing off of the water. The same means were to be employed for unloading ships. Theoretically, the plan seemed feasible, and perhaps something might have come of it had Eads lived; but the plan did not commend itself to Congress, and when Eads died it fell through altogether.

It remained for an English firm to construct a railway on the ordinary plan. It is Sir Westman Pearson, M. P., of the Westminster firm of S. Pearson & Son, who has at last given practical effect to the dream of ages, although the Panama railway has been in preparation for many years. An English account of the Pearsons' operations says:

"Since 1892 they have been carrying on works on the Mexican coast, and within the interior, of such magnitude as to constitute a new era in the firm. The task of draining the City of Mexico was a gigantic one, but in addition they have converted the harbor of Vera Cruz into what will be, perhaps, one of the finest in the world; they have established river fleets, and they have been engaged in the task of draining the City of Mexico. The task of draining the City of Mexico was a gigantic one, but in addition they have converted the harbor of Vera Cruz into what will be, perhaps, one of the finest in the world; they have established river fleets, and they have been engaged in the task of draining the City of Mexico. 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